

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1 – 19. (Cancelled)

20. (Currently Amended) A motor vehicle safety device for protecting pedestrians and cyclists comprising:

an airbag that is configured to be arranged under a hingedly connected hood of the vehicle; and

a gas generator connected to the airbag,

wherein, during inflation, the airbag is configured to lift at least a portion of the hood such that a section of the airbag can thereafter unfold onto an A-pillar and a lower portion of a windshield of the vehicle,

wherein, when unfolded, the airbag is configured to include a chamber located below the hood in the vicinity of one of the hinges of the hood, and a lateral end of the airbag, which is configured to cover the A-pillar, points upward, and

wherein the airbag section, which is configured to unfold onto the A-pillar, is fixed by a restraining member to prevent lateral displacement,

wherein the restraining member includes a pair of intercepting straps or tube-like airbags, and

wherein the straps or tube-like airbags cross in a central portion of the vehicle.

21. (Previously Presented) The safety device of claim 20, wherein the airbag is configured so that, when inflated, the airbag extends over the entire width of the vehicle into a position in front of both A-pillars.

22. – 23. (Canceled)

24. (Currently Amended) The safety device of claim 20, wherein the pair of intercepting straps or tube-like airbags ~~restraining member is an intercepting strap or a tube-like airbag that~~ connects the lateral ends of the airbag together.

25. (Currently Amended) The safety device of claim 20, ~~wherein the restraining member includes a pair of intercepting straps or tube-like airbags~~, wherein a first of the pair of intercepting straps or tube-like airbags connects a first lateral end of the airbag to a portion of the airbag that is located below the hood and on an opposite, second side of the vehicle, and

wherein a second of the pair of intercepting straps or tube-like airbags connects a second lateral end of the airbag to a portion of the airbag that is located below the hood and on an opposite, first side of the vehicle.

26. – 29. (Canceled)

30. (Currently Amended) The safety device of claim 20, further comprising a reinforcement mechanism provided in the vicinity of each of the lateral ends of the airbag.

31. (Previously Presented) The safety device of claim 30, wherein the reinforcement mechanism is a seam.

32. (Currently Amended) A motor vehicle safety device for protecting pedestrians and cyclists comprising:

an airbag that is configured to be arranged under a hingedly connected hood of the vehicle;

a gas generator connected to the airbag, and

wherein, during inflation, the airbag is configured to lift at least a portion of the hood such that a section of the airbag can thereafter unfold onto an A-pillar and a lower portion of a windshield of the vehicle,

wherein, when unfolded, the airbag is configured to include a chamber located below the hood in the vicinity of one of the hinges of the hood, and a lateral end of the airbag, which is configured to cover the A-pillar, points upward,

wherein the airbag section, which is configured to unfold onto the A-pillar, is fixed by a restraining member to prevent lateral displacement, and

~~The safety device of claim 30, wherein the restraining member reinforcement mechanism is a transparent airbag provided between the lateral ends of the airbag.~~

33. (Currently Amended) A motor vehicle safety device for protecting pedestrians and cyclists comprising:

an airbag that is configured to be arranged under a hingedly connected hood of the vehicle; and

a gas generator connected to the airbag,

wherein, during inflation, the airbag is configured to lift at least a portion of the hood such that a section of the airbag can thereafter unfold onto an A-pillar and a lower portion of a windshield of the vehicle,

wherein, when unfolded, the airbag is configured to include a chamber located below the hood in the vicinity of one of the hinges of the hood, and a lateral end of the airbag, which is configured to cover the A-pillar, points upward,

wherein the airbag section, which is configured to unfold onto the A-pillar, is fixed by a restraining member to prevent lateral displacement, and

~~The safety device of claim 30,~~ wherein the restraining member ~~reinforcement mechanism~~ is a transparent woven fabric insert extending from each lateral end into a central region of the airbag.

34. – 35. (Canceled)

36. (Previously Presented) The safety device of claim 20, wherein the chamber is fluidly connected to a gas generator via feed lines.

37. (Previously Presented) The safety device of claim 20, wherein the airbag includes at least one outflow opening for energy absorption.

38. (Previously Presented) The safety device of claim 20, wherein the airbag is subdivided into at least four chambers by tucks and/or dividing walls.

39. (Currently Amended) The safety device of claim 38, wherein the airbag comprises an additional chamber connected to the ~~first mentioned~~ chamber located below the hood in the vicinity of one of the hinges of the hood, and

wherein the airbag and is configured so that a volume can be displaced between the additional chamber and the chamber located below the hood in the vicinity of one of the hinges of the hood ~~two chambers~~ for energy absorption.

40. (New) A motor vehicle safety device for protecting pedestrians and cyclists comprising:

an airbag that is configured to be arranged under a hingedly connected hood of the vehicle; and

a gas generator connected to the airbag,

wherein, during inflation, the airbag is configured to lift at least a portion of the hood such that a section of the airbag can thereafter unfold onto an A-pillar and a lower portion of a windshield of the vehicle,

wherein, when unfolded, the airbag is configured to include a chamber located below the hood in the vicinity of one of the hinges of the hood, and a lateral end of the airbag, which is configured to cover the A-pillar, points upward, and

wherein the airbag section, which is configured to unfold onto the A-pillar, is fixed by a restraining member to prevent lateral displacement,

wherein the restraining member includes a pair of tube-like airbags.

41. (New) The safety device of claim 40, wherein the airbag is configured so that, when inflated, the airbag extends over the entire width of the vehicle into a position in front of both A-pillars.

42. (New) The safety device of claim 40, wherein the pair of tube-like airbags connects lateral ends of the airbag together.

43. (New) The safety device of claim 40, wherein a first of the pair of tube-like airbags connects a first lateral end of the airbag to a portion of the airbag that is located below the hood and on an opposite, second side of the vehicle, and

wherein a second of the pair of tube-like airbags connects a second lateral end of the airbag to a portion of the airbag that is located below the hood and on an opposite, first side of the vehicle.

44. (New) The safety device of claim 40, wherein a first end of a first of the pair of tube-like airbags is connected to a first lateral end of the airbag and a second end of the first of the pair of tube-like airbags is connected to the vehicle, and

wherein a first end of a second of the pair of tube-like airbags is connected to a second lateral end of the airbag and a second end of the second of the pair of tube-like airbags is connected to the vehicle.

45. (New) The safety device of claim 44, wherein the second ends of the tube-like airbags are connected to a central section of a module housing that is part of the vehicle and is located below the hood.

46. (New) The safety device of claim 40, further comprising a reinforcement mechanism provided in the vicinity of each of lateral ends of the airbag.

47. (New) The safety device of claim 46, wherein the reinforcement mechanism is a seam.

48. (New) The safety device of claim 40, wherein the airbag includes at least one outflow opening for energy absorption.

49. (New) The safety device of claim 40, wherein the airbag is subdivided into at least four chambers by tucks and/or dividing walls.

50. (New) The safety device of claim 49, wherein the airbag comprises an additional chamber connected to the chamber located below the hood in the vicinity of one of the hinges of the hood, and

wherein airbag is configured so that a volume can be displaced between the additional chamber and the chamber located below the hood in the vicinity of one of the hinges of the hood for energy absorption.

51. (New) A motor vehicle safety device for protecting pedestrians and cyclists, comprising:

at least one airbag which is arranged under an engine hood on a motor vehicle, is connected to at least one gas generator, unfolds to protect a pedestrian or cyclist who strikes the motor vehicle and, in a process of unfolding, initially lifts up the engine hood from the motor vehicle at least at a location of the unfolding of the airbag to such an extent that the airbag can unfold outwardly in a second phase,

wherein, in an unfolded state, the airbag has one chamber below the engine hood in a region of hinges of the engine hood, and extends above the engine hood over the entire width of the motor vehicle in front of a lower region of a windshield and A pillars of the motor vehicle,

wherein lateral ends of the air bag which cover the A pillars point upward after the unfolding of said airbag,

wherein airbag sections which are unfolded in front of the A pillars of the motor vehicle are additionally fixed in order to prevent lateral displacement of said airbag sections, and

wherein the airbag has tucks which divide the airbag between a part and chambers in which openings are formed between the part and the chambers, and a module housing which has the gas generator connected with the chambers below the tucks such that the chambers are first to unfold.